FASHIONS FOR THE FAIR

IN CHIFFON CLOTH

One cannot have too many simple and sn. blouses of soft materials in dark colorings to match one's street suits. Each tailor costume calls for at least one dainty blouse of the same shade, and it is always a wise as well as an economical plan to change off with blouses as one does

with coats and hats. By having a chiffon or chiffon cloth blouse made to exactly match the tailor-made skirt a three piece suit is accomplished without destroying the one tone idea followed now in skirt, coat and blouse models. The reason that chiffon and chiffon cloth are preferred in many cases to silk blouses is because it is much simpler to avoid a break in tone by using these thinner and softer materials. Even perfectly matched cloth and silk do not present the same unbroken tone on account of the difference in the texture and body of the two fabrics. But with chiffon and chiffon cloth there is less difference. In fact certain lights will make chiffon and cloth look like the same fabric.

Cloth is too heavy for a blouse, and besides it does not yield to graceful treatment as does chiffon cloth. Soft, graceful models are more becoming to the average woman than severer ones, and another thing they are more easily fashioned by the modest dressmaker than by the fashionable and expensive one.

A pretty model for a chiffon cloth blouse to be worn with a cloth skirt to match is seen in the design showing a broad lace cape-like trimming covering the shoulders and separating in a V front to show a guimpe and collar of another kind of lace. The pointed front outlined by two folded bands of silk, which tie in a knot with ends falling low over the bust. They are caught above the knot under loops of silk. The puffed sleeves are gathered into cuffs of chiffon cloth edged with a band of the same lace used for the guimpe and collar.

NEED A SUNBATH

Important Thing to Remember in the Care of Your Indoor Plants

Often in the arrangement of the room it is necessary to place a plant in a semi-dark corner or, at any rate, away from the direct rays of the sun. In this case the plant should be changed from time to time with one that is in the window, or if there is only the one plant in the room it should be given a sun bath every day. Otherwise its life will be a short one. A plant should also be turned about every few days, so that all sides may grow equally, or else one side only will be developed, and the other leaves which are turned away from the sun will not extend nor will there be any fresh leaves on that part of the plant to take their place, all the new shoots turning and stretching out happily toward the greater light.

More and more are flowers and growing plants recognized as a necessary part of decoration. How much smarter the entrance that is bordered with two stiff little box or spruce trees than the doorway with only its stone or marble steps and iron-grated doors! The iron-grated glass doors with their priceless lace curtain within and the marble vestibule may be many times more costly than the simpler entrance ornamented only with its little potted trees, but this latter will look far more attractive.

Window boxes are gaining an ever firmer place in this country, and the box and firs with hardy ivy covering the casement look cheerful, even when weighted down with snow. The glass-covered window boxes with their gay-colored flowers inside have long been popular in chilly England, but are not needed here, for as soon as the box and spruce have been killed by an extended season of frost and snow it is already springtime, and geraniums, hyacinths, daisies, daffodils and pansies will thrive in the warm sunlight until it is once more time to put up the winter plants.

BEST FOR ROSES

Crystal Vases Show Off Flowers to the Most Distinct Advantage

Tall, slender crystal vases are the best shape for holding roses. Flowers are easily arranged in these delicate holders, and at the same time they make the most attractive display without crushing the blooms. Brass bowls and other metal receptacles are favored for ornamenting certain places in a room, but for general use nothing equals the crystal vase. These rose vases are offered in a variety of heights and styles. The most satisfactory are the clear white or the opalescent crystal. The latter seem to take on a delicate tint reflected from the roses, while the clear white remain unchanged by the pink, yellow or red roses clustering above the top of the vase.

Cut glass rose vases are too expensive for any but the wealthy to possess. There are imitation cut crystals, however, which make a very fair appearance and are cheap enough to be replaced when they are broken. In selecting a rose vase of extra height one should bear in mind the importance of the base. The taller the vase the larger the required base to give it equilibrium. These flower holders come in sizes ranging from ten inches to six feet. The average American Beauty size is three feet high.

Iridescent glass is being much used for flowers of all kinds. Bowls, shallow dishes and tall vases are shown in this attractive crystal. When not in use it is ornamental, while the pure white vases have an unfinished look when not holding flowers. One should have on hand an assortment of these vases, one size for carnations, which it is almost impossible to arrange in anything but a tall, slender, tapering vase, a larger size for ordinary roses and an extra size for the much prized long-stemmed variety.

To arrange smaller flowers attractively bowls provided with a silver or metal network over the top are a great aid. The network is removed when the bowl is cleaned. It is an advantage to have two or three net covers of different sized meshes to hold flowers with slender stems and those of very thick ones. Small iron or bronze standards to lay in the bottom of a bowl keep the flowers separated and give them a natural poise. In the spring of the year, when narcissuses, jonquils and daffodils are so plentiful and so decorative for the house, these metal flower holders are practically indispensable.

LITTLE ONE'S SMOCKED FROCK.

Appears Best Made Up in Some Thin, Soft Material.

A rather thin, soft material must be used to make this style of frock on account of the necessary fullness required. Our model is in fine white wincey, smocked or honeycombed in

the upper part with old gold silk. The smocking should draw the frock up to fit the size of yoke lining. The collar and epaulettes are of double material embroidered in a slight scroll in each corner. The fullness of sleeves is smocked at the wrists, leaving an inch-wide frill.

Materials required: Three and three-quarters yards 36 inches wide, and one-half yard lining.

IMMIGRANT STATION FOR PHILADELPHIA

WHERE IMMIGRANTS ARE INSPECTED

A small percentage of the immigration to this country passes through the port of Philadelphia, but that city has never had a government immigration station, the steamboat companies carrying the immigrants providing the necessary quarters for their inspection. But all this is soon to be changed. The city of brotherly love is to have a new immigration station, and the curious part of it all is that it will not cost the United States a dollar.

It is almost like a paradox to say this, but it is a fact, not widely known, that the million and more immigrants who come into this country every year really pay the freight. There is a head tax of four dollars on each alien coming into this country, collected each time he enters. In the course of a year the money collected for this tax amounts to an enormous sum in the aggregate. It is so large that out of it the entire expenses of the immigration bureau, and that includes the expenses of inspection at every port in the United States, are paid, without a dollar being drawn from the national treasury. In spite of the necessarily large draught on this sum, there is at present an unexpended balance to the credit of the bureau of more than $2,000,000.

This money is, by statute, the capital of the immigration bureau. It cannot be diverted from the immigration fund excepting by an act of congress, but extraordinary expenses cannot be taken without congressional authority. Thus, the strange spectacle of the rightful owners of a $2,000,000 fund asking the permission of congress to spend its own money, is presented.

For some years there have been objections to the present immigrant station at Philadelphia. Although reports have gained currency that the place was dirty and unsanitary, Commissioner John J. S. Rodgers denied the truth of these assertions, putting the objections on altogether different grounds.

Strictly speaking, there is no immigration station at Philadelphia. There is a landing station at Washington avenue wharf owned by the International Mercantile Marine company and placed at the disposal of the commissioner and the inspectors to facilitate the work of handling the aliens who are brought to Philadelphia by the corporation's ships. The company will not permit vessels of another steamship line to unload their passengers at its pier, consequently, with the present method in vogue, were other lines coming to that port, and bringing in their steerage immigrants, each line would have to furnish similar accommodations.

With such a state of things it is hardly correct to say that there is an immigration station at Philadelphia. The immigration bureau pays no rent for the station, and has its general offices at Third and Walnut streets, about a mile from the so-called station. At Ellis Island, New York, things are managed in a different manner and the whole work is concentrated. It is hoped to have a similar but not so large station at Philadelphia within a short time. As the matter now stands, the immigration officers are at the station only on sufferance, and could be ejected at any time if the company so willed. Of course, nothing of the kind is in contemplation and the case is entirely a hypothetical one; yet its presentation is not without its educative features.

The quarters at the foot of Washington avenue, so far as they go, are considered by Commissioner Rodgers as being good, and the inspectors are not hampered in any way in the execution of their duties. So far as the steamship companies interested are concerned, the station is well arranged for the landing of large numbers of immigrants in a speedy and effective manner. The landing station is connected by a bridge with the steamship pier, and within five minutes after a vessel is decked the head of the line of steerage passengers is in the second story of the immigration receiving station and the work of examining the newly arrived aliens is in progress.

After leaving the ship the immigrants are directed across a bridge which connects pier 53 with the landing station. There they first undergo medical inspection, and subsequently have to pass through the cross-examining stage. Their baggage is on the first floor in the hands of customs inspectors, and as the future American citizens pass through the inspectors' hands they descend to the first floor, and there gather their baggage and await their return, or, rather, the car which is to be attached to the train going in the direction of the country for which they have tickets.

Those immigrants who have not satisfied the inspectors that they are legally fitted to land are turned over to the steamship companies, who, by law, are compelled to return the aliens regarded as undesirable by the steamship which brought them. The companies are liable to a fine of $300 if they permit one of these aliens to escape while awaiting deportation. The steamship companies and the railroad company have fitted up an old hotel, once known to fame as the Snowden house, at 950 Swanson street, as a house of detention. This, like the landing station, is private property, which is not generally regarded as being calculated for the best interests of the immigration office. For if an immigrant or stowaway from another line is to be deported this detention house cannot be used by the line. The other lines do not do a sufficiently large immigration business to warrant the establishment of similar quarters.

Plans for such a station as was then thought desirable were drawn some years ago, but it is understood that these plans will not be used, but, in a general way, what has been done at Ellis Island will be duplicated on a smaller scale for Philadelphia.

"What we want," said Immigration Commissioner Rodgers, "is a proper building in which will be the landing office, the detention quarters, offices and a customs department. These should all be under one roof, under federal control and ownership. Secretary Straus, head of the department of commerce and labor, and Frank P. Sargent, commissioner general of immigration and naturalization, will probably make a visit to the city within a short time for the purpose of selecting a site for the proposed station. A water front location is desired, and yet no site has been selected."

It is understood that before the site is selected the steamship companies will be given a hearing. The representative of one of the companies which is not now carrying steerage passengers is said to have remarked that when there is a federal landing station for the reception of immigrants his company will land at Philadelphia about 1,000 promising foreign citizens a month. At present this business would not warrant such an expenditure as is being made by the International Mercantile Marine Company and the railroad company.

From this statement it would appear that under the present mode of conducting the reception of immigrants at that port the International Mercantile Marine Company has a monopoly, since it will not permit other steamships to unload their passengers at its pier. On the other hand, the corporation, which is said to have a monopoly of the steerage business to Philadelphia, is credited with the statement that there is no money in the business, and that consequently it will make no improvements to its immigrant receiving station. With this ultimatum ringing in their ears, it behooves the federal authorities to erect a suitable station. Representative Moore has stated the case to congress, and the bill having passed, the nations' lawmakers are going to permit the immigration bureau to spend its own money to put up a suitable structure.

Costly Warships.

If there is any limit short of 30,000 tons for the warships of the future, it is not now within sight. And certainly there seems to be no limit in the matter of cost. A few years ago $3,000,000 was considered an extravagant amount of money to put into one battleship. Since then armored cruisers of the Colorado and West Virginia class have been developed, and the 20,000-ton battleship will cost at least $10,000,000. The four new battleships asked of congress at this session are estimated to cost $9,500,000, exclusive of guns, armor and equipment.—Daniel T. Pierce, in The World To-day.

A Settler.

He—I only ask you to put my love to the test. Give me something to do for your sake.

She—Certainly. Go and marry some other girl.

Living High.

Mrs. Frost—What do you think of roof-gardens, doctor?

Dr. Snow—That they're great places for over-eating.—Judge.

Around the Metropolis

What Is Going On in New York City Told in Interesting Manner

Newport Belle Is Free to Wed Again

NEW YORK.—The divorce litigation brought by Mrs. Nathalie Schenck Collins against Charles Glen Collins, formerly of the English army, ended the other day in an order signed by Supreme Court Justice Leventritt, which makes Mrs. Collins free to resume her maiden name and to remarry.

Miss Nathalie Schenck, only daughter of Mr. and Mrs. Spotswood Schenck, was a Newport belle when she married Glen Collins in 1904. She met him for the first time at Georgian court, George Gould's Lakewood home, where she was attracted by his dashing play at polo. Mrs. George Gould introduced him to Miss Schenck after the game.

There was a rapid courtship. He was by repute a captain in the Cameron Highlanders. In reality he had once been a senior lieutenant in the regiment and was called captain by courtesy. By repute again he had an income of $50,000 a year and was of noble family. In reality he had an income of a few pounds a month and came from a good, but inconspicuous Scotch family.

Miss Schenck was supposed by Collins to be wealthy in her own right. As a matter of fact she had no private fortune and her parents were in moderate circumstances for people in their social position.

She and Collins were married at Monterey, Cal., in the spring of 1904. They started on a honeymoon trip around the world. They sailed from San Francisco with a retinue of servants, a string of polo ponies and a formidable load of baggage.

Honolulu, the first port of call, was the terminal point of the honeymoon. Their funds ran out, they discharged the servants, sold the polo ponies and returned to America, it was said at the time, by pawning some of the bride's jewels.

After a short stay here they went to France together, but soon separated, Mrs. Collins returned to her parents. Collins was declared a bankrupt and left the English army. It was reported last fall that he had gone to work as a potter in the works of the Grueby Faience Pottery company of South Boston.

Bargains Offered Along Bride Line

MARTY KEESE, keeper of the city hall, is incensed at the flossy gentleman with the sandy wistaria trailing over a couple of Queen Anne shoulders and the lump of business acumen on the frontal, who is handing out to timid marriage-license applicants, in Marty's city hall, bunches of cards announcing a closing-out sale in Third avenue of baby carriages, rolling pins, potato mashers, skillets, flatirons and other woman weapons that are handy to have about the house in case of a variance of viewpoint.

If he doesn't stop it he is going to get an entirely new set of artificial lumps installed forthwith that will make his business bump look like the surface of the bride's first cake.

City Clerk Scully and ex-Coroner Edward Hart and Stewart Harris, his assistants, didn't know a thing about the card peddling along the line at the time that the three thousand nine hundred and seventeenth license (since January 1) was issued at closing hours of the marriage shop the other day.

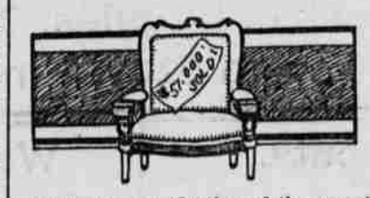
The barker has had diplomacy enough to shun the inner sanctum so far. Stewart Harris said when told of the card game he'd just like to see him come inside.

But Marty is wrought up—Marty, who never can go into even the board of aldermen's chamber without taking off his hat. Clerks Harris and Hart have troubles enough as it is, they say, without having new ones laid on their shoulders.

The man with the baby carriages for sale defended his position when Marty Keese said angrily to him, "Cease, my good man, cease!" on the ground that he is really a philanthropist.

These goods, he says, are guaranteed to last for many, many years, and, what is of even more importance, so he says, baby carriages will be much higher the minute all the tunnels to Brooklyn, not to mention the new bridges, are in working order. Furthermore, the president is likely to dip into the cause of baby carriage panic at any moment. You can see yourself what will happen as soon as he issues a message on the subject.

Gateses Withdraw from Wall Street



WITH the verification of the report that Charles G. Gates had sold his seat on the stock exchange there is chronicled the last element in the withdrawal of the Gateses from active personal participation in the affairs of Wall street.

Mr. Gates sold his seat for $51,000, which marks another new level drop in the price of seats, the last previous sale having been at $59,000. Mr. Gates sold his seat for the same amount at which, in 1901, he had purchased it. Since then seats on the exchange have sold as high as $95,000. When the firm of C. G. Gates & Co. was dissolved last year the quoted price was $79,000.

This sale by Mr. Gates drops the final curtain on the stock exchange career of himself and father, John W. Gates. The firm, in which the latter was a special partner, was, previous to its dissolution, one of the largest speculative firms in Wall street, and was a powerful factor in market affairs. Its 'change transactions were very large and its personnel of customers formidable.

When father and son left for Europe after the dissolution of their firm Wall street believed their losses had ran up into the millions because of the decided turn of the market against the position which they were believed to have maintained. The Gateses stated then, however, that they had not incurred the losses that were attributed to them.

Although John W. Gates was not a member of the stock exchange, he was one of the largest operators of his day. Besides the firm of C. G. Gates & Co., he was connected with several other commission houses. As for the Gates firm at the time of its dissolution, John W. Gates said that during its career it had done about eight per cent. of all the business done on the stock exchange. In addition it had done a huge volume of business on the other exchanges and in the outside market.

New Yorkers Careless Regarding Wealth

THE recent panic served to bring to light in a striking manner the carelessness of the average New Yorker in regard to his money. The largest institution in the city which was forced to close its doors after a run, and is now attempting to reorganize, is seriously hampered in its efforts to get the sanction of its depositors for the plans mapped out because there are more than 500 such depositors, with deposits of more than half a million dollars, who are lost, strayed or stolen.

When the depositors' committee began its work of securing consent for the scheme of reorganization it discovered that half a thousand depositors seemed to have forgotten all about their money. Two whose deposits were over $20,000 each were found after weeks of search and much expense, and both were surprised to discover that they had this money on deposit, since all record of it had escaped their minds. That anyone should forget a matter of $20,000 cash seems unbelievable, yet the records show that more than 500 persons have done this. In one case a now wealthy man had deposited $12,000 in 1884 and had forgotten all about it. He was therefore surprised when informed that he had nearly $25,000 standing to his credit.

Still further evidence of the New Yorker's carelessness in regard to money is given by the fact that in the care of this one institution are more than 100 accounts standing in the names of persons deceased whose families or executors have never even obtained letters of administration. In view of these figures it seems probable that many million dollars are in New York banks whose owners have forgotten about them.